

What is claimed is:

1. A vehicle having an automatic inertia running device that is characterized in that a speed is set using an accelerator pedal 1, and a speed of a running object (vehicle) is fed back to a certain detection object of a generator or a rotation
5 tranducer 11 and is compared in a set speed-detection speed comparator 8, and a fuel adjusting unit 6 is operated based on a difference of the comparison, and a fuel increase and decrease of the engine 13 is controlled, and an acceleration is achieved, and after a destination speed is reached, an electrode clutch 10 is separated, and the operation mode is changed to an idling mode, and in the case
10 that a speed is decreased below a permission difference degree of the destination speed, an electrode clutch 10 is connected, and the idling mode is stopped, and the operation mode is changed to a set speed-detection comparison operation.
2. The vehicle of claim 1, wherein in the case that an inclination sensor 14
15 detects a downhill during an operation based on the automatic inertia running apparatus, the electronic clutch 10 is automatically connected for thereby using an engine brake effect even in an inertia running operation mode.
3. A vehicle or a ship having an automatic inertia running device that is
20 characterized in that a speed is set using a speed setting unit 1, and a speed of a running vehicle is fed back to a speed detector of a generator and is compared in

a set speed-detection speed comparator 8, and a fuel adjusting unit 6 is operated based on a difference of the comparison, and a fuel increase and decrease mechanism of the engine or fuel cell is controlled, and an acceleration is achieved, and after a destination speed is reached, an electronic clutch is separated, and the operation mode is changed to an idling mode, and in the case that a speed is decreased below a permission difference degree of the destination speed, an electronic clutch 10 is connected, and the idling mode is stopped, and the operation mode is changed to a set speed-detection comparison operation.

4. A vehicle having an automatic inertia running apparatus that is characterized in that a speed is set using an accelerator pedal 31, and a speed of a running vehicle is fed back to other detection units such as a generator or a rotation transducer 41 and is compared in a set speed-detection speed comparator, and a positioner for a fuel adjustment is adjusted based on a difference of the comparison, and a speed of a vehicle is increased or decreased, and after a destination speed is reached, an electronic clutch 44 is separated, and the operation mode is changed to an idling operation, and in the case that a speed is decreased below a destination speed, a revolution of an engine E is adjusted so that a revolution of a shaft S is adjusted and summed, and thereafter an engine side E and a shaft side S are connected, and a vehicle speed is increased to a destination speed, and the above operations are repeatedly performed.

5. The vehicle of claim 4, wherein after a destination speed is reached, a slow speed motor 52 is operated in an idle mode for thereby minimizing a decrease of a vehicle speed.

6. The vehicle of one among claims 1 through 5, wherein a driving force transfer system between a transmission box or an engine and a vehicle has a function of controlling a driving force that corresponds to an operation of the electronic clutch 10.

7. A power generation facility having an engine with a compression process that is characterized in that an inertia force is enhanced using a generator or a vehicle having a big difference, and the operation mode is changed to an idling operation mode after the speed is increased above a static revolution of a generator and reaches at a destination speed, so that an efficiency at the time of a small load is enhanced, wherein a speed converter is used in order to maintain a static speed.

ABSTRACT

The apparatus for a running vehicle is disclosed. The apparatus is capable of achieving a very efficient engine system in such a manner that a fuel supply is stopped when a vehicle runs within a desired speed range using an inertia force of a structure using various engines (gasoline engine, diesel engine, hybrid engine, fuel cell, etc.) adapted to a vehicle, ship, bike, bicycle, etc. When a vehicle runs in a speed range below a desired speed, a fuel is supplied for thereby increasing a speed based on a feedback control.